



EDEN<sup>8</sup>



# USER MANUAL

Version 2.0 Stand 01.2025



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## MAC PARA COMMUNITY

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MACPARA.com



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## PRODUCT REGISTRATION

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Register your product for free on our website within 30 days of purchase and receive an extended warranty of 12 months beyond the legal warranty period of your country!

[www.macpara.com/registration](http://www.macpara.com/registration)





## GENERAL

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### Dear MAC PARA pilot

We congratulate you on your purchase of a MAC PARA paraglider. Extensive development work and numerous tests make the Eden 8 a high performance paraglider with maximum possible safety. The Eden 8 is constructed for thermal and cross-country flying, and will enable pilots to get maximum enjoyment. The Eden 8 offers very easy inflation and simple ground-handling characteristics by take-off, excellent handling in flight and easy landing. Please read this manual carefully before you start, this way you will get the most out of your glider.

## WARNING

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### Please read this manual carefully and note following details

Paragliding is a sport, which demands, besides the optimum equipment, a high degree of attentiveness, good judgement, and theoretical knowledge. Paragliding can be a dangerous sport, which may lead to injury and death. Flying a paraglider is undertaken with the full knowledge that paragliding involves such risks. This paraglider meets at the time of delivery requirements of the EN (European Norm) 926 or LTF (German Certificate of Airworthiness). Any alternations to the paraglider will render its certification invalid! The use of this paraglider is solely at the user's own risk! Manufacturer and distributor do not accept any liability.

These operating instructions must be fully read and understood before the first flight. As the user of this paraglider you take the responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks.

Be ready to practice as much as you can. The ground handling with your paraglider is the most important part of training. Make sure you always complete a pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment. Always wear a helmet, gloves and boots. Make sure that you are physically and mentally healthy before flying. Pay special attention to the terrain you will be flying and the weather conditions before you launch. If you are unsure do not fly, and always add a large safety margin to all your decisions.

Keep this manual for reference, and please pass it on to the new owner if you ever re-sell your paraglider.

If, after carefully reading this handbook, you still have questions, suggestions or criticism regarding this product do not hesitate to contact your dealer or us. We will be glad to help and advice.

**MAC PARA wish you nice flights with your Eden 8.**

Version 1.0 Stand 01.2025



## Operating limits

The Eden 8 has been tested by PARA-TEST certification laboratory to EN B and LTF category. The Eden 8 is certified for solo flight. The Eden 8 has been load and shock-tested and passed with a load corresponding to 8G of the maximum weight in flight. Its flying tests have shown that the glider remains stable and controllable over a wide range of normal and abnormal flight conditions. Nevertheless, turbulence and gusting winds can lead to a partial or complete collapse of the canopy. Therefore never fly in such conditions.

The Eden 8 must not be used outside the certified weight range.

The Eden 8 must not be used during rain or snow-fall.

The Eden 8 must not be used in high or gusty winds.

The Eden 8 must not be used in cloud and fog.

The Eden 8 must not be used by pilots without sufficient knowledge or experience.

The Eden 8 must not be used for aerobatics/extreme flying or flight manoeuvres at an angle greater than 90°.

The Eden 8 must not be used when the canopy is wet.

The Eden 8 has been certified for a defined weight range. We strongly recommend that you respect these weight ranges. If you want better speed, precise handling, and generally fly in strong conditions, or in competition you should choose to fly in the middle to top part of the weight range. Remember, you can always add ballast when conditions are stronger.

The EN 926-2:2013 describes the weight measurement with: "All weights are subject to an acceptable tolerance of  $\pm 2$  kg". Therefore a slight overload of the wing would be within EN tolerances. However, flying over the maximum weight further increases the dynamic flight behaviour.

Before delivery, as well as during production, each paraglider goes through a strict visual inspection, and is test-flown by your dealer. Stamps on the placard, together with a completed test-flight certificate, confirm this. Check that the paraglider has been test-flown before your first take-off. If it has not, consult your dealer.

## Liability

Use of the paraglider is at the pilot's own risk! Pilot is responsible for his own safety and his paraglider airworthiness. The paraglider carries no warranty! The manufacturer cannot be held liable for any personal injury or material damage which arises in connection with this paraglider.

The certification and warranty shall be rendered invalid if there are changes of paraglider construction, or changes to the brake lines beyond the permissible tolerance levels, or incorrect repairs to the glider, or if any inspections are missed (annual and 2-yearly check).



Pilots are responsible for their own safety and must ensure that the airworthiness of the glider is checked prior to every flight. The pilot should launch only if the paraglider is airworthy.

All pilots should have the appropriate level of license for their respective country and third party insurance.

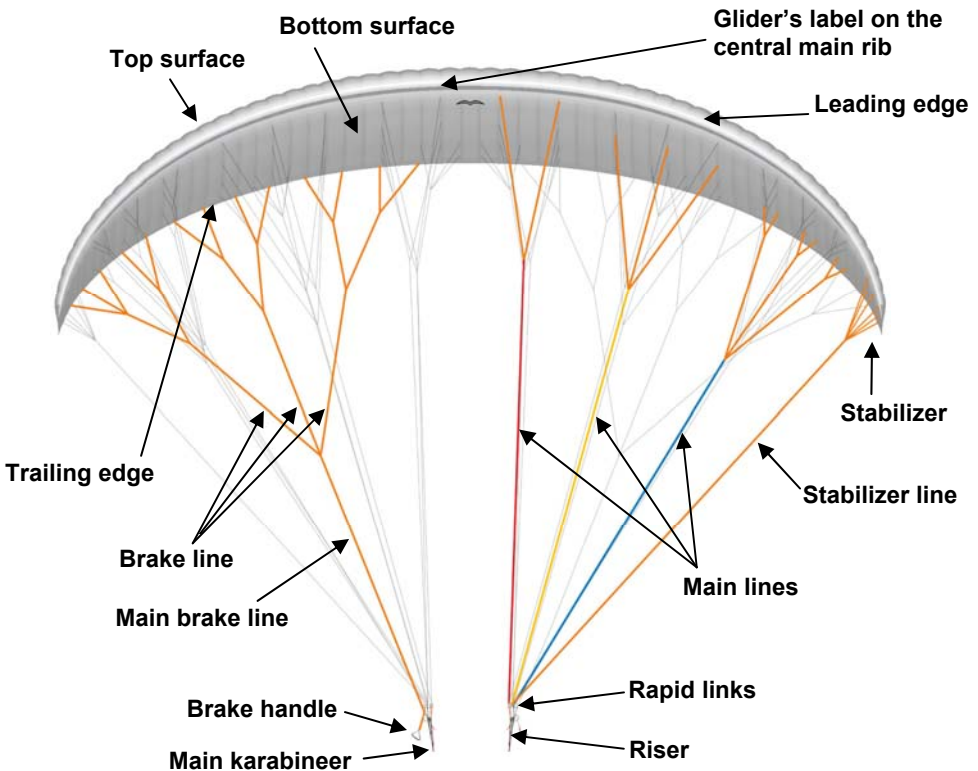
Any changes made to this paraglider invalidate the certificate of airworthiness. There shall be no liability on the part of third parties, in particular the manufacturer and the dealer.

### Before the first flight

NOTE! Your instructor, dealer or a specialist must test-fly and inspect the paraglider before your first flight. The test-flight must be recorded on the paraglider information label. Any changes or improper repairs to this paraglider shall render invalid the certification and warranty.

## OVERALL PLAN

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## TECHNICAL DESCRIPTION

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### Construction of the canopy

The canopy of the Eden 8 consists of 59 cells over the wingspan. The Eden 8 is paraglider with "hybrid" line system (3,5/2,5). Every main rib is attached to the 3 or 4 suspension lines. Between these main suspension ribs, intermediate ribs are suspended by "bridge" diagonal ribs system. These diagonal ribs lead to 80% of height of ribs. This construction ensures a smooth top surface and precise airfoil reproduction.

The internal reinforcements maintain the precise form of the canopy and provide stability. The cell openings on the under-surface of the profile's nose provide airflow into the glider. Stretch resistant flares, integrated with diagonal ribs at the suspension points, ensure an even distribution of load throughout the canopy.

A stretch resistant Mylar-reinforcements combined with nitinol rods help to keep airfoils in right shape and this guarantees a high level of stability. Large cross spots allow effective airflow inside the canopy, providing good re-inflation without reducing the profile accuracy.

The Eden 8 is a blend of proven Nylon fabrics Polyamid 6.6 RIPSTOP, 27/32/38/40g/m<sup>2</sup>. Like any synthetic material, this can deteriorate through excessive exposure to UV. Various forms of nitinol rods are used in the Eden 8 (rigid construction), which help maintain the shape of the leading edge and the stability of the canopy.

### Rigging system

The lines of the Eden 8 are made of proven strong and stretch resistant Aramid/Kevlar lines. The entire rigging system comprises individual suspension lines looped and stitched at each end. The lines have strengths from 50 kg up to 280 kg. The top gallery steering lines are made of proven and stretch resistant unsheathed 40 kg Dyneema lines.

The suspension lines are comprised of "cascaded top lines" (attached to the under-surface), "cascaded middle lines" (cascade 1 and 2), and "main lines". Main lines lead to the "quick link" (a small carabiner which connects lines and risers).

The two central A-lines are attached to the main A-riser. The outermost A-line are attached to the A1-riser. The 3 B-main lines and the stabilizer line per side are attached to the B-riser. The 3 C-main lines per side are attached to the C-riser.

The main brake lines leads through the pulleys on the C-riser. The line connections are made to triangular quick links (karabiners) fitted with a rubber "O-ring" in the form of a "figure eight" which prevents any slipping of the lines on the quick link.



## Brake Lines

The steering lines are not load carrying suspension lines. They lead from the trailing edge of the canopy to the main brake lines and run through the pulleys on the C-risers to the brake handles. A mark on the main brake line indicates the position of the brake handle. This adjustment, on the one hand, allows sufficient brake to be applied during extreme flying situations and when landing, while on the other hand, this ensures that brakes are not permanently applied to the canopy (especially when fully accelerated).

We are convinced it is better to have slightly long brake lines and to fly with a wrap (one turn of line around the hand) to maximize performance of your glider. The brake line lengths have been set carefully. This trimming should not be altered.

## Risers

The Eden 8 is equipped with 4 risers per side. The risers are covered with coloured webbing at the top, to allow for easy identification. The main suspension loop, on the bottom is covered red on left riser and green on the right riser. This is where the main karabiner should be hooked in, which then in turn connects the risers to the harness.

The risers are equipped with a stirrup operated speed-system, which returns automatically to normal position when the stirrup is released. The speed system affects the A and B risers and changes the angle of attack.

In normal flight A/A1/C risers have length of 50 cm and B risers have length of 55 cm without quick links. When the stirrup is pushed out at maximum all A and B-risers are shortened till the limiter line. The C-risers retain their original length. Exact lengths of A and B riser shortenings vary according to the size of the paraglider. Have a look in the chapter "Riser Lengths Eden 8". These measurements influence the certification!

An incorrectly fitted speed system causes loss of certification! The risers do not feature trimmers.

# PREPARATION

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## Preparing for take-off

As for any aircraft a thorough pre-flight check must be made prior to each flight on the Eden 8! Before every launch check lines, risers and canopy for damage! Do not launch with even the slightest damage!

Also check the quick links connecting the lines and the risers. They have to be closed tight. Put on the harness with maximum care and check the handle of the safety system and that all the flaps of the outer container are fastened securely and correctly. The main karabiner must also be checked carefully. Replace it if any damage is visible, or generally after 300 flying hours. Finally connect the risers to your harness with the main karabiners.

Check carefully that they are properly closed. Attention! Never fly with an open main karabiner! Do not take off if you find any damage on your equipment!



## Harness

For flight comfort and safety it is very important that you fly with a suitable, properly adjusted harness. It is important to set up your harness correctly before flying the glider. Make sure to spend time adjusting your harness's different settings until your sitting position is completely comfortable. The Eden 8 is certified for use with all harnesses with variable cross-bracing (GH type). Practically all modern harnesses are GH type harnesses. Older harnesses with fixed cross-bracing (GX type) are not certified and should not be used.

It's important for your comfort and safety to fly with a suitable harness that is properly adjusted. When choosing a harness, remember that the height of the attachment points (i.e. distance from the carabiners to the seat plate) affects the sensitivity of the glider and the relative brake travel. The lower position of the carabiners, the more sensitive the glider is to weight-shift.

The adjustment of the chest strap change the distance between carabiners and affects the stability of the glider and its handling. Excessive tightening of the chest strap increases stability but also the risk of riser twists following glider collapses. It also increases the tendency of getting collapses due to poor feedback from the glider. The risk of twisting is also strongly influenced by the seating position of the pilot. Flying in a laid back (reclined) position makes it much more difficult to react in time to prevent riser twisting. With the chest strap in a more closed position the glider also has more tendency to maintain a stable spiral. With the chest strap in a more open position, feedback from the glider increase but stability decrease.

EN certification test flights are carried out with the horizontal distance between the harness attachments points (measured between connector centrelines) set depending on the total weight in flight as follows:

Total weight in flight	<80 kg	80 to 100 kg	> 100 kg
Width	40 ± 2 cm	44 ± 2 cm	48 ± 2 cm

We recommend adjusting the distance of the chest strap according to the table and, if necessary, to adapt easily. Take care your leg and shoulder straps are not adjusted too tightly. If you do, you may have difficulty sitting back into your harness after take-off.

If any problems or disturbances are encountered when flying with a reclined harness, the pilot must immediately assume an upright seating position. Extreme flight manoeuvres flown in a reclined position drastically increase the risk of twist. In addition, pilots often underestimate the reduction in control travel caused by flying an extreme flight manoeuvre.

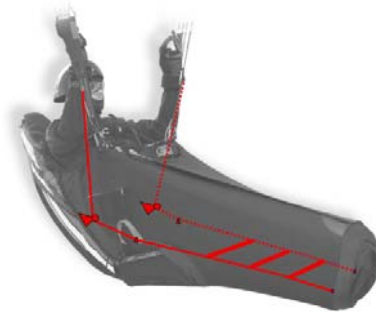




## Fitting the speed-system

The Eden 8 speed system, including Brummel-hooks supplied, must be assembled as per instructions. Make sure that speed system lines lead correctly through the all of the pulleys of your harness. (Check your harness manual for instructions). Attach the speed system lines to the accelerator system on the risers with the Brummel hooks. Adjust the lengths of the lines so that the main bar sits just beneath your seat. You should be able to hook your heel in to the lower loop of the accelerator. There must be enough slack in the speed bar to ensure the front risers are not pulled down in normal trim speed flight, but not so long that it is impossible to use the full speed range of the glider.

The full range is reached when the limiting straps between A, B, C risers are tightened.



## Rescue System

We recommend that you always fly your Eden 8 with at least one reserve parachute suitable for your maximum all up flying weight. It is a mandatory requirement to carry an approved reserve for use in emergency situations where the paraglider fails and recovery is not possible. The reserve is fitted according to the manufacturer's instructions.

Note: Carry out your first flights only during stable weather, and in a familiar area or on a training slope. You should steer gently and carefully to begin with so that you can become accustomed to the reactions of the glider without stress.



## FLYING THE EDEN 8

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### Pre-flight check

Brand-new gliders must be flown first in calm conditions. It is recommended to fly light spirals in both directions so that the handshake connections between the lines become tight up.

Follow a consistent routine every time you fly. This is very important for safety. Having unpacked and laid out the paraglider in a slight horseshoe pattern the following checks must be made:

- canopy without any damage
- risers without damage
- maillons (quick links) closed tight
- are the brake lines freely and firmly connected to the handle?
- are the lines free from knots, tangles or other damage?
- all main lines run free from the riser to the canopy, brake lines are free
- stitching of the main lines near the risers is o.k.

Putting on the harness:

- rescue handle and deployment pins secure
- buckles (leg- ,front riser) closed
- main karabiners

Before take-off:

- is your personal equipment in order (harness, carabiners, reserve, helmet)
- speed-system mounted and connected properly
- risers not twisted
- brake handle in hands, brake lines free
- pilot's position relative to the wing (centred: all lines same tension)
- wind direction
- obstacles on the ground
- free airspace

Note: If there are obvious creases in the glider as a result of tight packing or long term storage, carry out some practice inflations before your first launch and smooth out the trailing edge a little. This ensures that the flow profile is correct during launch. This is particularly important in low temperatures.

When laying out the glider, the wind direction should be observed. The canopy should be deployed into the wind so both halves of it are loaded symmetrically. The paraglider should be arranged in a semicircle against the wind. This ensures that the A-lines in the centre section of the canopy will tension before the ones at the wing tips. Thus the canopy inflates evenly and an easy launch in the desired direction is guaranteed.

All lines and risers should be carefully untangled and arranged in a way that they do not catch on anything. It is equally important to untangle the brake lines so that they are clear and cannot catch on anything during launch. The brake lines should run freely through the pulleys to the trailing edge of the canopy.



Make sure the risers are not twisted; this can prevent the brake lines from running freely through their pulleys. It is often impossible to untangle lines during flight.

It is important that no lines are looped around the canopy. Also called a “line-over”, this may have disastrous consequences during take-off.

Finally connect the risers with your harness by using the main karabiners. Check carefully that they are closed properly.

## Launching

Your Eden 8 will launch with either the forward or reverse technique. The wing should be laid out in a pronounced arc, with the centre of the wing higher than the tips.

### Forward Launch - Nil wind

When gently holding the A-risers move forward positively, your lines should become tight within one or two steps and the Eden 8 will immediately start to inflate. You should maintain a constant pressure on the risers until the wing is overhead. It is important to guide the A-risers smoothly upwards in an arc, keeping your elbows bent and hands at the level of the shoulders. Do not pull down or push the risers forward excessively, or the leading edge will deform and possibly collapse making taking-off more difficult and potentially dangerous. Once the wing comes overhead, it may require a brake input from stopping it overflying you. Once the Eden 8 is inflated correctly, accelerate smoothly off the launch.

### Reverse Launch - Light to Strong Winds

This method of launch makes it easier for the pilot to control the rising of the canopy and is therefore recommended. The reverse launch technique is generally recommended for the Eden 8. Take the brakes and turn around to face the wing. Pass one set of risers over your head as you turn. Make sure the lines are free from knots or tangles. Check that the airspace and visibility are clear. Gently pull up the glider in an arc with the A-risers. When the glider is overhead, brake it gently if necessary, turn around and launch. In stronger winds, be prepared to take a few steps towards the glider whilst braking as it inflates. This will take some of the energy out of the glider and it will be less likely to overfly you or inadvertently pull you off the ground. The reverse-launch technique can be used in surprisingly light winds too.

Warning! Make sure that the steering lines are not wrapped around the main lines during the reverse launch. In this case, any faster pull on steering line can damage the sheath on the main lines.



## Tips for the take-off

- Practice ground-handling regularly to improve your take-off skills!
- If the glider comes up slightly off-centre, make small corrections by moving towards the lower side.
- In stronger winds, take only central A-main line per side over rapid links in one hand and the outermost C-main line per side in other hand while you hold brake toggles in your hands. Pull on A-lines and control the speed of rise with the C-lines. Be prepared to take a couple of steps towards the canopy. By a good procedure the wing tips cannot rise earlier than the centre of the canopy.
- The pilot must work actively to keep the glider on the ground in higher winds (wind speeds from approximately 6 m/s), otherwise the glider may rise above the pilot unintentionally.
- During reverse launch and ground handling, care should be taken that the brake lines do not rub over the riser. This may cause damage to the riser or lines.

## Flying it

The glider is delivered with a standard set-up and its trim speed can reach 37 - 39 km/h depending on the weight of the pilot. Trim speed (brakes fully released) is the best glide speed in calm air. The brake lines are used to adjust the speed according to the flight situation in order to ensure optimum performance and safety. Minimum sink speed on the Eden 8 is achieved by light braking. During your first few flights, familiarize yourself with your glider's speed range and corresponding brake positions and pressures.

**NOTE!** Always fly with sufficient clearance from the terrain and always keep the brake handles in your hands!

**NOTE!** Flying too slowly close to stall speed increases the risk of an unintentional asymmetric stall or full stall. This speed range should therefore be avoided and used only on landing during the final stage of the flare.

## Accelerated Flight

The Eden 8 is very stable in accelerated flight. C riser control is very effective up to 60 % of speed bar range. By more than 60% the effectivity decreases. When flying fast than that, we recommend to control the pitch of the wing actively using a combination of the speed bar and C riser input. If you feel the nose of the wing start to collapse the first action should be to release the speed bar impulsively and then make any necessary C riser input. Release the speed bar first before making any C inputs. Using the combined active speed bar/C riser control technique you will be able to maximise your speed and glide efficiency whilst minimising the likelihood of collapses.

**Attention:** Do not apply brakes when fully accelerated! Braking increases lift near the trailing edge. The main lift point moves backwards. Due to this the wing can lose stability for a short time!



## Steering - turning

The Eden 8 is a responsive paraglider and reacts directly and instantly to any steering input. The Eden 8 performs best in turns when it is flown with sufficient speed and weight-shifting. Enter a turn with good airspeed, weight-shift and then apply the brake. Once established in the turn, regulate your speed and turn radius with weight-shift and the outer brake. Make your first turns gradual and progressive. Too much braking increases the sink rate. Any weight-shift has a greater effect the more loosely the chest-strap is fastened. If the brakes are applied more, the bank attitude increases and the glider will fly a fast turn increasing in steepness, which will eventually become a spiral dive.

## Active Flying

The Eden 8 has good pitch stability. Nonetheless, in turbulence or during manoeuvres, the glider may pitch. If the glider pitches in front of you, apply brake to slow it down. If the glider drops behind you, ease off the brakes to allow it to speed up. The objective is to reduce the pendulum effect by adjusting the angle of attack and speed of your glider so that glider and pilot are travelling at the same speed. When the conditions are turbulent, be more active and anticipate the movements of the wing. Practice active flying to eliminate collapses in all conditions. Try to keep tension on the brakes approximately equal to the weight of your arms. This allows you to stay relaxed and sensitively feel the internal pressure in the wing through the brakes. If you feel a loss of pressure in one or both sides of the wing, quickly apply the appropriate brake(s) to regain pressure. Release the brake promptly as soon as normal pressure is resumed. If you miss the above timing and get a collapse, be sure to first raise your hands and release the brakes before considering any other corrective actions.

## B/C steering system on the Eden

The B/C steering is an essential tool for control the Eden, especially in turbulence and during accelerated flight. It allows the pilot to fly the glider with minimal pitch movements and keep the canopy stable above the pilot.

### **Advantages of B/C steering system**

Efficient control by managing the angle of attack prevents unnecessary drag and extreme flight behavior. The glide performance can be noticeably increased through the targeted use of the B/C steering.

### **Operating Conditions**

Trim speed or accelerated flight: Particularly suitable for steering the wing without using the brakes. Prevents unnecessary drag and reduces pitch movements.

**WARNING:** Do not use B/C riser control in strong turbulence. If unsure, return to trim flight immediately. Release the accelerator and the B/C steering and actively control the wing as usual using the brakes. Excessive pulling on the B or C risers can cause parts of the wing or the entire paraglider to stall.

### **Tips for B/C Riser Control**

Always hold the brake handles. Keep the brake handles in hand while using the C risers. Release any brake line wraps before using the C risers. Smooth movements: Apply pressure to the C risers smoothly and with small, controlled movements along the risers.



Develop a feel for the pull. Learn how little force is needed to achieve optimal flight speed and control. Start using C riser control carefully with measured tension to avoid large pitch movements. Gain enough practical experience to use this control method intuitively and efficiently. Feel the wing's response. Practice while gliding: Lightly pull the B/C risers (about 4 to 7 cm) along the risers. Observe the wing's response to turbulence and counteract it.

With careful practice and precise adjustments using B/C riser control, you will learn to steer the Eden efficiently and react quickly to turbulence or asymmetric loads. This technique requires patience and finesse but offers significant benefits.

## Rapid descent techniques

Many flying situations call for a very rapid descent to avoid a dangerous situation, e.g. the escape from a cumulus cloud or approaching rain. All rapid descent methods should be practised in calm conditions and at sufficient altitude so that a pilot is then able to employ them effectively if extreme conditions arise.

Spiral dives and "Big ears" are generally the most common methods of descent for paragliders. Spiral dives attain higher descent rates, but the g-forces can be significant and the manoeuvre is more physically demanding. Big ears can achieve a moderate rate of descent with the advantage of forward speed and manoeuvrability. Always try to avoid the need to use these descent techniques. Thoroughly check the conditions before launch, and pay close attention to how the day develops.

## Spiral dive

The spiral dive is the most effective method for making a rapid descent, and can allow sink rates of up to 20 m/s to be reached. It is suitable where there is a high ascent rate and little wind.

The Eden 8 fulfils the EN spiral dive requirements and has no tendency to remain in a stable spiral dive under normal conditions. Note! The certification test flights are carried out with a defined carabiner distance. Deviations from this defined setting, unapproved harnesses or spiral with excessive sink can change the manoeuvre considerably; pilot action may be required. In such cases, exit the spiral by weight-shifting to the outside and progressively applying the outside brake.

Before entering a spiral, make sure you have adequate height for recovery. To initiate a spiral, look in to the direction you want to turn, weight shift and smoothly pull down on the inside until the glider enters the spiral. Once in the spiral you should re-centre your weight shift and apply a little outside brake to keep the outer wing tip pressured and inflated. Spirals with descent rates above 10 m/s are not recommended. Very high decent spiral dives with high speeds and G-forces can be very disorientating and could lead to a loss of vision and even black out. Always pay particular attention to your altitude. Always maintain ground clearance of 150 – 200 m. The manoeuvre must be exited at this height above ground.

To exit the spiral, check your weight is centred (or slightly towards the outside) and progressively release the inside brake. As the glider starts to exit the spiral, you may also choose to reduce the pendulum moment by briefly re-applying the inside brake.



Attention! Due to energy retention, the glider will climb a lot after a deep spiral-dive release. If you apply inner brake and decelerate the glider for two or three turns, big pendulum effects can be avoided.

**WARNING!!** Practise spiralling with caution and lower sink-rates to get a feel for the gliders behaviour. A pilot who is dehydrated or not accustomed to spiralling can lose consciousness in a steep spiral dive!

### **Spiral dive with tucked ear (asymmetric side collapse)**

The disadvantage of a spiral dive is the high G-force. To avoid these G-forces, you can fly a spiral dive with one ear collapsed on the outside and achieve almost the same sink rates with a greatly reduced G-force. However, the material stress is high. The manoeuvre is initiated by pulling the A1-riser down and holding it in the hand. A part of the wing remains collapsed. With the other hand you carefully initiate a steep spiral. Your seating position remains neutral. Recovering is done simply by slowly releasing the inside brake. Higher sink rates are achieved when 50% of the leading edge is collapsed.

### **Big ears**

Big ears are the simplest method for rapid descent. The advantage is that the horizontal speed is higher than the sink rate (3-5 m/s), unlike a spiral dive or a B-line stall. This rapid descent technique is used to quickly and horizontally exit a dangerous area in the desired direction. It is even possible to land using big ears (for example top-landing).

In order to collapse the outermost part of the wing, pull the A1-risers down. The Eden 8 easily tucks the wingtips and enters a stable descent mode. The pilot keeps hold of the brake handles along with the A1-risers in his hands. By braking on one side and weight-shifting, the canopy remains steerable. In order to increase the sink rate as well as the horizontal speed, this manoeuvre should be done together with use of the speed system. Apply the speed system after big ears are induced (step into the speed-bar before you grab the outer A1-risers). Big ears substantially reduce the risk of canopy stability problems in turbulent air. To exit big ears release the A1-risers. The canopy does very slowly self-recover. To quicken the recovery, the pilot can dynamically pull down and immediately release the brakes of the glider.

**WARNING!** Never do big ears in spirals, as this may drastically reduce the number of lines taking the already high loads, causing structural failure.



## B-line stall

The B-stall is a descent technique in which the canopy's aerofoils are deformed by pulling down the row of B-lines, causing the paraglider to sink vertically.

Nowadays, the B-stall is rarely used in modern gliders, as it is evident that it reduces the lifespan and shape stability of the profiles.

The traditional B-line stall with the Eden 8 is technically possible but can be problematic, as it may cause a horseshoe formation and, ultimately, a stall on 2/3-liners.

**WARNING!** We do not recommend performing a B-line stall on the Eden 8.

## Approach and Landing

To avoid excessively demanding situations on the approach to landing, it is important to initiate the process at an adequate altitude. This leaves you enough time to observe and appropriately deal with wind direction and any other gliders in your vicinity.

The Eden 8 is easy to land. The final leg of the landing approach must be into the wind. Adopt an upright position in your harness by sliding your legs forward, ready to make contact with the ground. During this final glide the paraglider should be decelerated slowly and at approximately one meter above the ground, according to conditions, the pilot should flare the canopy. The glider may climb again, gaining height, if too much brake is used too early. Higher wing loading results in a higher ground speed. Make sure you always land into the wind.

In nil wind situations, be prepared to run fast. In stronger winds, use only the minimum amount of flare necessary to sufficiently minimize your vertical and horizontal speed. If you flare too hard in strong winds, the glider will climb rapidly upwards and backwards, and you may get injured. In strong winds, turn to face your wing as soon as your feet touch the ground. Immediately stall the glider as rapidly as possible with the brakes or rear risers. Be prepared to run towards your wing.

**Attention!** Do not allow the canopy to fall onto the leading edge with energy. This can destroy the material and affects the life of the ribs at the leading edge!

Ground handling on rough surfaces will accelerate the ageing process of your wing.





## RANGE OF USE

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### Towing

The Eden 8 may be tow-launched. It is the pilot's responsibility to use suitable harness attachments and release mechanisms and to ensure that they are correctly trained on the equipment and system employed. All tow pilots should be qualified to tow, use a qualified tow operator with proper, certified equipment, and make sure all towing regulations are observed. When towing you must be certain that the paraglider is completely over your head before you start. In each case, the maximum tow force needs to correspond to the all up weight of the pilot.

**WARNING!!** Please always ensure that the brake lines are adjusted to the lengths recommended here. Setting them shorter could lead to a tendency to stall during towed flight. Apart from this, there are no special procedures.

### Aerobatics

The Eden 8 was not developed or tested to be used for aerobatics (acro). By engaging in such an activity, you voluntarily assume an increased risk of injury or death. Any type of acrobatic manoeuvre at all on the Eden 8 is contrary to law and illegal. The pilot would be putting his/her life at risk. Acrobatics involves a risk of unpredictable flight attitudes, which could lead to damage to material and structural failure.

### Tandem paragliding

The Eden 8 is not intended for tandem paragliding.

### Paramotoring

Although powered flying with the Eden 8 is possible, this paraglider was'nt designed and tested for powered flight.

**Warning! The Eden 8 must never be used for jumps from an aircraft.**



## EXTREME FLYING MANOEUVRES

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### Dangerous situations

Any pilot who flies in turbulent conditions or who makes an error in handling the glider is at risk of getting into an extreme situation. Extreme wind conditions or turbulence which goes unnoticed by the pilot for too long may leave the wing in an unusual flying position, requiring special reaction and skills on the part of the pilot. The best way to learn how to react calmly and correctly in a serious situation is to attend safety training, where you will learn how to manage extreme situations under the guidance of a professional.

All of the extreme flight figures and flight attitudes described here are dangerous if they are carried out with inadequate knowledge, without the right safety altitude or without training. Always keep within the recommended limits. Avoid aerobatics and extreme loading such as spirals with big ears. This will prevent accidents and avoid overloading the glider.

In turbulent conditions, always keep enough distance from rock faces and other obstacles. Time and sufficient altitude are needed to recover from extreme situations.

Note! Deploy your reserve if the corrective manoeuvres described in the following sections do not return the glider to a controllable flying position or if there is not enough altitude for correction.

### SIV / Safety training

The Eden 8 features an advanced design therefore collapses incorrectly induced by the pilot may have more significant consequences than collapses which may occur in the course of normal flight (due to turbulence etc.). Taking part in safety training is advisable in order to familiarise yourself with your glider and the correct reactions in extreme situations.

During a safety training course, avoid subjecting the materials of your paraglider to excessive stress. Uncontrolled flight positions may occur which are outside the manufacturer limits of the paraglider. This may cause premature ageing, or even structural failure. Stretching of the lines and/or canopy material after safety training can lead to a general deterioration in flight characteristics.

Damage as a result of safety training is not covered by the warranty. Be sure to perform any simulated collapses correctly. In particular, full speed asymmetric collapses performed incorrectly may result in unpredictable collapse behaviour and impulsive re-opening. This behaviour may require considerable pilot skill to manage safely.

### Deflations

Due to the flexible form of a paraglider, turbulence may cause a portion of the wing unexpectedly to collapse. If you get a collapse, the first thing to do is to control your direction. You should fly away from the ground or obstacles and other pilots.



## Asymmetric collapse

Use active flying techniques to virtually eliminate collapses in normal flying conditions. Nevertheless, if you do get a collapse, stabilize your weight in your harness and do not allow yourself to fall to the collapsed side.

Basically when asymmetric collapse is induced the Eden 8 will re-open spontaneously from closures of up to 70% with a change of direction from 90° of up to 180°. The time this takes, and the associated height loss, can however be noticeably reduced by appropriate action by the pilot. Control your course with weight-shift and a little outside brake. The deflation should re-inflate spontaneously.

If you react immediately, 30% brake on the open side should suffice to hold the canopy on a straight course. In the event of a big collapse, this braking should be applied very carefully to avoid stalling the remaining inflated wing. The pilot's correction for direction can be aided by a pumping out the deflation; a slow, long pumping action of the brake of the deflated side of the wing helps the canopy to re-inflate. If the glider does not self-recover and the pilot does not correct the canopy can enter a stable spiral dive!

Attention!! The Eden 8 is a paraglider with shark nose aerofoils and with more backwards positioned A-suspension points. These aerofoils and position of A-suspension points give more inherent stability and offers more resistance against collapses. It wasn't necessary to feature the Eden 8 with special folding lines to perform the manoeuvre. But nevertheless the accelerated asymmetric collapse must be performed correctly in a proper way and this preferably by safety trainings.

It is important to take the outermost A1-riser together with A-main riser firmly in one hand. At the beginning of pulling the move (in the direction of pilot's body) must be slow and after the move of approx. 5cm, it can only be strongly pulled down. In case the A1-riser is not properly held along with the main A-riser, it may happen that the wing tip opens faster. The opening is then distinctive with the risk of a cravat.

## “Cravat” / Line-over

A cravat occurs when a wing tip becomes stuck between the glider lines, for example, following a bad take-off preparation. On the Eden 8 a cravat is unlikely to occur. If you do get a cravat, first control your direction. Do this by using weight-shift and enough counter-brake to stop the turn, but not too much to risk a stall of the opposite side.

A cravat can generally be opened by a short, fast pull on the brake line of the cravat side. If not, on the Eden 8, there is a separate stabilizer main line that goes down to the A riser. This line usually becomes slack in the event of a cravat. Pull this line down completely until it becomes tight and the cravat normally comes out.

Note! Counter-steering too strongly on the inflated side of the glider can result in a stall and to further uncontrolled flight manoeuvres.

Always remain aware of other aircrafts and terrain when dealing with a problem on your wing. Do not hesitate to throw your reserve parachute if the rotation in a cravat is increasing uncontrollably, especially if you are at low altitude.



## Symmetric collapse (Front stall)

A negative angle of attack can also cause central part or all of the leading edge of the glider to collapse. Symmetric (frontal) collapses will normally re-open without pilot input. The paraglider will pitch forward and then regain speed. Assist this process if necessary with a symmetric application of the brakes. Take care not to apply too much brake for too long as this may stall the wing.

In the case of extreme front stalls across the entire wing chord, the wing tips may move forward making the glider form a U-shape. Again, recovery is by light symmetrical braking on both sides. Take care that both wingtips return to normal flight evenly.

If you get a collapse while in accelerated flight, release the speed bar immediately. Then apply the normal procedure for unaccelerated asymmetric collapse.

Attention! As already described the Eden 8 is a paraglider with shark nose aerofoils and with more backwards positioned A-suspension points. These aerofoils and position of A-suspension points give more inherent stability and offers more resistance against collapse. It wasn't necessary to feature the Eden 8 with special folding lines to perform the manoeuvre. But nevertheless the accelerated symmetric collapse must be performed correctly in a proper way and this preferably by safety trainings. It is important to take the two outermost A-lines together (approx. 10cm above the quick links) firmly in your hands. Do not use the central A-lines! At the beginning of pulling the move (in the direction of pilot's body) must be slow and after the move of approx. 5 cm, it can only be strongly pulled down. By this way the leading edge collapse properly over its span. In case you use all A-risers for this manoeuvre and you do it without initial pulling it may happen that the leading edge collapses over all depth in the centre of the wing. The result may be an asymmetric opening and the risk of a big cravat increases!

## Parachutal stall (deep stall)

Paragliders can go into a deep stall for some reasons: brake lines too short (no slack), altered trim/line length and changes to profile characteristics caused by moisture (e.g. flying in rain). Paragliders have a particular tendency to stall if the wing-loading is too low. An out-of-trim glider, caused by changes in line lengths due to prolonged use, may also have a higher deep stall tendency.

In a deep stall, the airflow from the front reduces and the glider goes into a stable flight attitude without forward momentum. The paraglider sinks almost vertically at 4-5 m/s and there is noticeably less flight noise.

The Eden 8 has no tendency to get into a deep stall. Should this nevertheless occur, make sure your brakes are fully released, the glider will then normally recover on its own immediately. If the glider still doesn't recover either put your hands on the A risers and push forward or use the speed bar to accelerate to get the wing into a normal flying position. After you have landed, the glider and the length of the lines must be checked.

Flying in strong turbulence or exiting a deflation with too much brake applied can cause this situation. A wet glider also has a higher deep stall tendency, and you should do everything you can to avoid flying in the rain. If you do pass through some rain never make big ears! Apply speed bar until you are confident that the wing has dried out.

Never apply the brakes, including any wraps taken, in a deep stall.



## Full-stall

The maximum angle of attack of the profile is exceeded, for example, due to falling below the minimum speed or turbulence effects at low speed. As a result, the wing loses forward motion, tips backward, and collapses. In a stable full stall, the sink rate is approximately 8 m/s, and the pilot oscillates beneath the wing.

The two-phase full stall is a technique that advanced pilots can use to bring the paraglider into a stable flight state without forward motion and to exit it in a controlled manner. It consists of two phases: the initiation phase and the stabilization phase. During the first phase, the speed is gradually reduced by progressively increasing brake pressure. As the speed decreases to the minimum level, the angle of attack exceeds its maximum limit, causing the airflow to detach from the profile and the wing to lose forward motion. As soon as the wing moves backward, the brakes should be slightly released to achieve a stable “backfly” state. To maintain stability, the brakes must be held in a fixed position, ensuring that the canopy remains stable behind the pilot.

In the stabilization phase, the wing initially moves behind the pilot before settling into an almost vertical flight path with a sink rate of approximately 8–10 m/s. To keep the canopy in a symmetrical and stable position, the brakes must be held consistently. It is important to avoid pendulum movements, as abrupt or uneven brake inputs could destabilize the system. Additionally, asymmetrical brake inputs should be avoided, as they may lead to a spin.

To exit the two-phase full stall, the canopy must be refilled in a controlled manner. The first step is to slowly raise the hands, allowing the canopy to refill (pre-filling). If the wing moves too far ahead, briefly applying the brakes can help stabilize it before immediately releasing them again. If the canopy opens unevenly, short brake inputs on the affected side can accelerate the opening process.

During a full stall, the pilot should keep their hands close to the body and below the seat board while avoiding wrapping the brakes around their hands. The canopy’s movements should be closely observed, as it oscillates back and forth during the stall.

Caution is required, as excessive brake input can cause the paraglider to stall again. Additionally, pilots must always ensure they have sufficient altitude to safely exit the maneuver.

## Spin (or negative spin)

The spin is a stable flight manoeuvre, in which one side of the canopy stalls, while the other side continues to fly forward. Pulling brake on one side too fast or too hard can result in a negative spin. During a spin the canopy turns relatively fast around the centre section of the canopy while the inner wing flies backwards (hence the term negative).

There are two usual reasons for an unintentional spin:

- One brake line is being pulled down too far and too fast (e.g. when inducing a spiral dive)
- When flying at low speed one side is being braked too hard (e.g. when thermaling).

If a spin occurs, just release the brakes and wait for the glider to surge forward, checking it with the brakes if it surges too far. Never release the spin if the glider is far back behind you, always try to release it when the glider is above or in front of you! Depending on the type of release and the dynamics of the rotary movement, the canopy may surge forward on one side and collapse asymmetrically. In the case of a longer spin, the pilot may release the brakes only at the moment when the glider is in its rotary motion above or in front of the



pilot. If the spin does not stop, check whether you have released the brakes fully (including wraps)!

**WARNING!!** If you are LOW and are in an unintentional spin, or if the canopy is caught in a cravat **USE YOUR RESERVE.**

## Wingover

To induce a wingover the pilot flies consecutive alternating turns to gradually steepen the angle of bank. During wingovers with a high bank angle, the outside wing begins to unload. Further increase of the angle of bank must be avoided, because any possible resulting collapse may be quite dynamic!

**WARNING!! Full-stall, spin and wingover (over 90 degree angle of bank) are prohibited aerobatic manoeuvres and may not be performed during normal flying. Incorrect recovery procedures or overreacting of the pilot may have dangerous consequences! Attention! The Eden 8 is not designed to be used for aerobatics.**

## Alternative (emergency) steering

If for some reason it becomes impossible to control the Eden 8 with the brake lines the outermost C-lines may be used to steer and land the canopy. Attention! Of course the range is much shorter (5-10 cm) than with the brakes. It is also possible to control the direction of the flight by pulling on a stabilizer line or by weight-shifting.

## LOOKING AFTER YOUR PARAGLIDER

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Looking after your canopy correctly will prolong the life of your paraglider.

### Packing the paraglider

To prolong the life of your wing and to keep the nitinol reinforcements in the best possible condition it is very important to pack the wing carefully. It is therefore recommended to use the Certina bag packing method exactly as shown so that all of the cells rest alongside each other and the nitinol reinforcements are not unnecessarily bent.

The leading edge reinforcements (Mylar and Rigifoil system) on the front edge are placed on top of each other to avoid bending or misshaping them. This method of packing ensures that the leading edge is treated carefully, which will increase the glider's life, performance and launch behaviour.

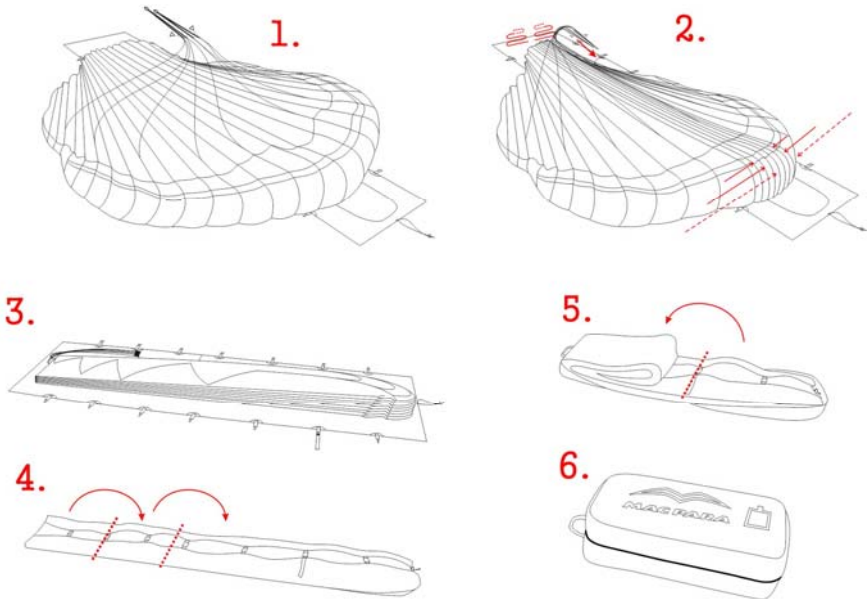
If the reinforcements have been bent or misshapen, they distort more easily during flight, creating an altered air inflow which can lead to a loss in performance and changes in flight behaviour. The leading edge reinforcements also perform an important function on launch. Therefore, the less they have been bent, the more easily the glider will inflate and launch.

1. Place the Certina bag underneath the glider which should be folded together. Lay the mushroomed wing on the Certina bag. It is best to start from the mushroomed position as this reduces the dragging of the leading edge across the ground.
2. Start from the centre to stack the profiles of each side of the wing on top of each other. Proceed like this until the wing tip. All the ribs on one side are placed one on top of one another, so that the leading edges are not bent. Then continue as in the second



step, placing the leading edges of the other side on top of the next until you reach the tip of the glider.

3. The glider is now folded up “accordion wise” along its length, and the leading edges are on top of each other without having being bent. Close the pocket of Certina bag and fasten the straps near the leading edges, so that they do not slip, and the straps in the middle and at the end of the glider.
4. Close the zip, making sure that none of the lines or fabric is caught in the zip.
5. Fold up the glider along its length, with the first fold below the leading edge reinforcements. Pay particular care not to bend any of the rigid reinforcements!
6. Fold the glider again around second inflatable cylinder. Then fasten the compression strap around the glider and fasten it by pulling gently. Make sure that the glider is only loosely folded and is not bent or compressed excessively.



## Storing and transporting the glider

Even if your paraglider was completely dry and was nicely packed up after the flight, for longer-term storage you should if possible take it out of the backpack and spread out flat in the Certina bag. This is the best care for the nitinol reinforcements.

Store the paraglider in a dry space at ambient temperature away from chemicals and UV light. It should be stored at a temperature between 10° and 25° C and in relative humidity between 50 and 75%. Never pack or store the glider wet. This shortens the life of the cloth always dry glider thoroughly before any packing or storage. Make sure too that the paraglider is not stored in a place where animals such as mice, dogs or cats could use it as a place to sleep.



Do not store the paraglider near any chemicals. Petrol, for example, causes the material to disintegrate and can cause considerable damage to your paraglider. When your equipment is in the garage, keep it as far away as possible from any spare petrol cans or oil containers.

The glider should not be exposed to extreme heat (e.g. in the boot of the car during summer). Do not store your paraglider near radiators or other heat sources. Always transport your glider in the special Certina bag and use the backpack provided for the rest of the equipment.

When sending your wing as a parcel, take extra care with packing.

## Care

Care is essential to ensure that the fabric and glider remain durable and retain their qualities. The glider should therefore be protected from unnecessary UV light.

Do not unpack your glider until immediately before flight and pack it up straight after landing. Modern paraglider fabrics have better protection against the sun, but UV rays in particular are still one of the decisive factors in how the fabric ages. The colours will fade first and then the coating and fibres will begin to age.

When choosing a place to launch, try to find somewhere which is smooth and free of stones and sharp objects. Do not stand on the glider. This weakens the fabric, especially if it is on a hard or stony surface.

Pay attention to the behaviour of spectators at the launch site, especially children: do not hesitate to draw their attention to the sensitive nature of the fabric.

When you are packing up your glider, make sure that there are no insects trapped inside. Many insects produce acids when they decompose, which can cause holes in the fabric.

Grasshoppers make holes by biting through the fabric and also excrete a dark liquid which stains. Keep animals away when you are packing up. Insects are not attracted by any particular colours, contrary to what is commonly believed.

Various diameters of nitinol rods are used in the Eden 8 (rigid construction), which help maintain the shape of the leading edge and the stability of the canopy. To ensure that the nitinol rods keep their shape, it is important that you pack the glider correctly as described in the section "Packing the paraglider".

The nitinol rods on the Eden 8 can all be replaced through small pockets. If you notice that a nitinol rod has been damaged or misshapen because of incorrect use, this can be replaced by MAC PARA or authorised workshops.

Ensure that the lines are not folded tightly. It's extremely important to avoid any sharp bending of the lines, especially the main lines. Pay careful attention to the lines to avoid damaging them. Any over stretching of lines apart from the strain imposed during normal flight, should be avoided as over stretching is irreversible.

Be careful, not to allow snow, sand or stones to enter inside the canopy's cells: the weight can change the angle of attack, or even stall the glider; additionally the sharp edges can destroy the cloth!





Check main line lengths inclusive risers and quick links after 50 flight hours or after tree or water landings. Lines can stretch or shrink.

Never drag the wing over rough ground! This will damage the cloth on the wear points. When preparing the wing on a take-off with rough ground, don't pull the wing over it (i.e. by pulling the brakes). Please try to pack the wing on soft ground.

Uncontrolled strong wind take-offs or landings can result in the leading edge of the canopy hitting the ground at high speed which may cause rips in the profile and damage the rib material. Any repairs on paragliders are very expensive.

Clean the paraglider with fresh water after contact with salt water. Salt water crystal can reduce line strength, even after rinsing in fresh water. Replace lines immediately after contact with salt water. Also check canopy material after water landings, as waves can place uneven forces and cause cloth to distort in specific areas. Always remove gliders from the water by holding only the trailing edge.

Clean the paraglider with water and a soft sponge. Do not use any chemicals or spirits for cleaning, as these can permanently damage the cloth.

Do not pack your glider too tightly after use and, even though it is very comfortable, never sit on the backpack with the glider inside.

## Maintenance

### Identification label

MAC PARA gliders have an identification label on central rib. It is helpful to provide the type designation of the paraglider if you are contacting your MAC PARA dealer with any queries or ordering replacement parts or accessories, to ensure accurate identification.

### Regular inspections

Risers and quick-links, lines and fabric must be inspected regularly for damage, abrasion and correct operation.

### Tissue and Canopy check

A full visual check should be carried out: All the components of the wing (stitching, ribs, diagonals, lines, tabs, etc.) should be checked for signs of deterioration.

The tearing resistance of the cloth - A non-destructive test following the TS-108 standard which specifies minimum tear strength for sky diving canopies should be made using a Bettsometer. (B.M.A.A. Approved Patent No. GB 2270768 Clive Betts Sails).

### Risers

Visual inspection for signs of wear or abrasion. Differences to manual lengths should not exceed +/-5mm.



## Lines

Measuring the length of the lines is part of the regular paraglider inspection. The overall length (riser lines + mid lines + upper lines) has to be checked under 5kg of tension, in order to ensure reproducible results for a comparison with the lengths in the check sheets.

The lines have a considerable influence on flight behaviour. Correct line length and symmetry are also important for performance and handling. Therefore we recommend a geometry inspection every 100 hours or once a year.

Strength of the lines - An upper, middle and lower A line, along with a lower B line should be tested for strength. Each line is tested to breaking point and the value recorded. The minimum value is 14 G for all A+B lines, calculated from the maximum certified flying weight of the glider. The added minimum strength for the middle lines and for the top lines should be the same. If the breaking strength is too close to the minimum value calculated, the professional should give a period after which you will have to test the strength of the lines again.

Lengths of the lines - The difference between the measured length and the original length should not exceed +/- 10mm. The changes that could appear are a slight shrink on the B's and/or a slight stretch on the A's. The consequences of these changes can include a slower trim speed, difficult inflation etc.

The overall length measurement may deviate from the manufacturer's specifications within limit of +/- 40 mm. The basis for the trimming is only the official length information in this manual as a reference. I.e., the differences in the lengths of the lines (A, B, C, D) on each rib must correspond to the differences given in this manual.

Environmental conditions such as high temperatures or moisture can affect lines lengths. Check the line lengths regularly, particularly if you notice any change in launch or flight behaviour. The lines lengths should be checked if you have landed in water or if the lines have got wet through. Lines age and lose strength even if the paraglider is used infrequently or not at all. This can affect the safety and function of your paraglider.

Signs of wear are slight bumps or changes in flying characteristics. The lines must then be replaced immediately. Use only inspected and approved lines, which can be obtained through MAC PARA.

Do not under any circumstances use knots to shorten the lines. Any knot will weaken the line considerably and may cause the line to break in case of high load. The overhand knot and bowline knots described are permitted only for connecting the main brake lines/brake handle.

Finally, a flight test to confirm that the wing behaves normally should be carried out by a professional.

## Inspection periods

This MAC PARA glider must be inspected every two years from the purchase date.

The glider must be inspected by a qualified professional after 150 hours of use (including ground handling) if this occurs earlier. Ground handling time must be at least doubled when calculating the total hours of use because of the increased wear and tear on the glider. It is the pilot's responsibility to ensure that the paraglider is always airworthy. A full inspection gives you peace of mind and extends the life of your glider. Additional



inspections should be performed by a qualified person after a crash or violent landing on the leading edge, or if you notice a deterioration in performance or in-flight behavior

MAC PARA recommends a trim check of the lines after one year or 50 flight hours. To check the trimming, it is sufficient to simply measure the lengths of the main lines together with the risers. All main lines in the first group (mA1, mB1) must be of equal length. All main lines in the second group (mA2, mB2, mC2) must be of equal length. All main lines in the third group (mA3, mB3, mC3) must be of equal length. The maximum difference between individual line lengths is 10 mm. If the difference is greater, send your glider to MAC PARA or an authorized workshop for inspection and trimming correction.

Failure to observe the inspection periods shall render invalid the certification and warranty. A properly completed logbook with details of all flying and training will help you to comply with these periods.

## Validity of inspection

The documentation and the result of the inspection must be clearly identifiable (date and place / name of the inspector) and be entered near the glider information/certification sticker.

## Repairs

Tears in the canopy must be professionally sewn. Adhesive patches are only adequate for very minor damage.

Repairs should only be carried out by the manufacturer, distributor or authorized workshops. Only original spare parts may be used!

Any changes to the canopy lines or risers, except those approved by the manufacturer, will void the certificate of airworthiness.

## Disposal

The synthetic materials used in a paraglider need professional disposal. Please send disused canopies back to us: we will dismantle and dispose of it.

## In Conclusion

The Eden 8 is a modern paraglider. You will enjoy many safe years of flying with your Eden 8 if you look after it correctly and adopt a mature and responsible approach to the demands and dangers flying can pose. It must be clearly understood that all air sports are potentially dangerous and that your safety is ultimately dependent upon you.

We strongly urge you to fly safely. This includes your choice of flying conditions as well as safety margins during flying manoeuvres. We recommend once more that you only fly with a certified harness, reserve parachute, and helmet. Also the certification placard must be present on the glider.

Every pilot should be suitably qualified, have a valid license and 3rd party insurance. The Eden 8 is delivered with Certina bag, repair kit and user manual.



## OVERALL LINE LENGTHS EDEN 8

All overall lengths are measured from riser's main attachment point up to the tissue of canopy on attachment points. Brake lines are measured from the Swivel on brake handle up to the trailing edge.

Brake lines are measured inclusive bunching system line

Eden 8 - 21 (XS)

Center	A	B	C	D	BR
1	6960	6882	7023	7146	7352
2	6926	6848	6953	7088	7181
3	6892	6811	6953	7066	7011
4	6911	6832	6932	7084	6996
5	6884	6811	6900	7070	6822
6	6851	6773	6965	6994	6767
7	6804	6729	6951	6941	6662
8	6818	6744	6871	6942	6722
9	6698	6638	6875		6616
10	6645	6594	6837		6562
11	6531	6498	6804		6495
12	6496	6471	6856		6493
13	6415	6394	6712		6539
14			6672		6561
15			6560		
16	6275	6294	6534		
17	6234	6288	6453		
18	6255	6313	6411		

Eden 8 - 23 (S)

Center	A	B	C	D	BR
1	7322	7239	7391	7521	7771
2	7284	7202	7315	7460	7595
3	7249	7167	7316	7436	7413
4	7269	7186	7293	7454	7395
5	7243	7163	7258	7440	7209
6	7207	7125	7327	7361	7156
7	7160	7074	7319	7308	7044
8	7173	7093	7233	7304	7102
9	7039	6981	7239		6993
10	6989	6936	7195		6934
11	6867	6836	7159		6869
12	6833	6806	7214		6866
13	6742	6724	7057		6917
14			7014		6935
15			6899		
16	6598	6619	6871		
17	6559	6615	6787		
18	6576	6642	6743		

Eden 8 - 26 (M)

Center	A	B	C	D	BR
1	7620	7533	7697	7830	8109
2	7581	7496	7612	7764	7923
3	7544	7456	7615	7738	7739
4	7565	7480	7591	7759	7719
5	7535	7449	7554	7743	7521
6	7496	7410	7626	7660	7468
7	7448	7365	7613	7607	7354
8	7463	7382	7524	7606	7414
9	7324	7255	7529		7296
10	7269	7210	7487		7237
11	7142	7105	7449		7167
12	7104	7071	7510		7166
13	7012	6989	7338		7220
14			7296		7239
15			7174		
16	6865	6885	7144		
17	6821	6878	7055		
18	6841	6908	7015		

Eden 8 - 28 (L)

Center	A	B	C	D	BR
1	7923	7837	8004	8140	8444
2	7883	7797	7915	8075	8248
3	7846	7752	7918	8047	8054
4	7868	7776	7891	8065	8031
5	7841	7747	7855	8048	7830
6	7800	7705	7929	7960	7770
7	7749	7657	7917	7903	7650
8	7763	7676	7820	7903	7715
9	7619	7544	7830		7593
10	7561	7494	7780		7529
11	7431	7387	7744		7457
12	7390	7354	7805		7458
13	7293	7264	7630		7509
14			7584		7528
15			7459		
16	7140	7160	7429		
17	7092	7154	7332		
18	7115	7183	7296		

Eden 8 - 30 (XL)

Center	A	B	C	D	BR
1	8256	8153	8334	8477	8827
2	8214	8113	8244	8407	8627
3	8171	8071	8247	8379	8415
4	8196	8095	8222	8400	8393
5	8166	8067	8181	8389	8189
6	8124	8024	8261	8299	8124
7	8070	7972	8248	8232	8001
8	8087	7989	8151	8232	8065
9	7935	7862	8158		7940
10	7876	7810	8106		7873
11	7738	7697	8067		7800
12	7698	7662	8129		7800
13	7596	7567	7948		7856
14			7901		7875
15			7773		
16	7430	7454	7737		
17	7385	7448	7639		
18	7403	7475	7595		

Eden 8 - 33 (XXL)

Center	A	B	C	D	BR
1	8629	8524	8715	8870	9234
2	8584	8481	8622	8797	9019
3	8542	8439	8626	8766	8811
4	8568	8462	8597	8788	8793
5	8534	8429	8556	8770	8572
6	8489	8386	8637	8677	8504
7	8432	8331	8628	8613	8370
8	8450	8347	8521	8613	8445
9	8294	8210	8528		8307
10	8231	8159	8479		8236
11	8091	8039	8437		8163
12	8047	8003	8503		8162
13	7936	7905	8305		8218
14			8254		8238
15			8116		
16	7763	7790	8080		
17	7713	7783	7978		
18	7736	7818	7940		



## RISER

### Riser lengths Eden 8 - 21, - 23

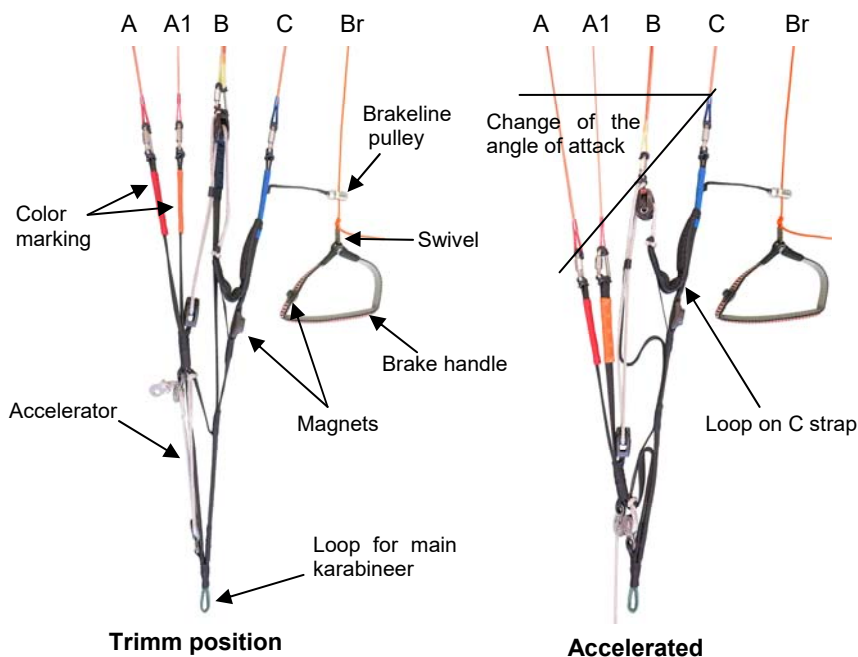
	A	A1	B	C
Trim-position	525	525	570	525
Accelerated	365	365	475	525

### Riser lengths Eden 8 - 26, - 28, - 30, - 33

	A	A1	B	C
Trim-position	525	525	570	525
Accelerated	355	355	465	525

The lengths are measured from the main attachment point to the lower edge of rapid links.

## Riser





## LINE PLANS

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### Line descriptions

The following printed line plans show the line configurations.

#### Line types in colors

**DC 40**

**Aramid A-8000U-050**

**Aramid A-8000U-070**

**Aramid A-8000U-090**

**Aramid A-8001-135**

**Aramid A-8001U-190**

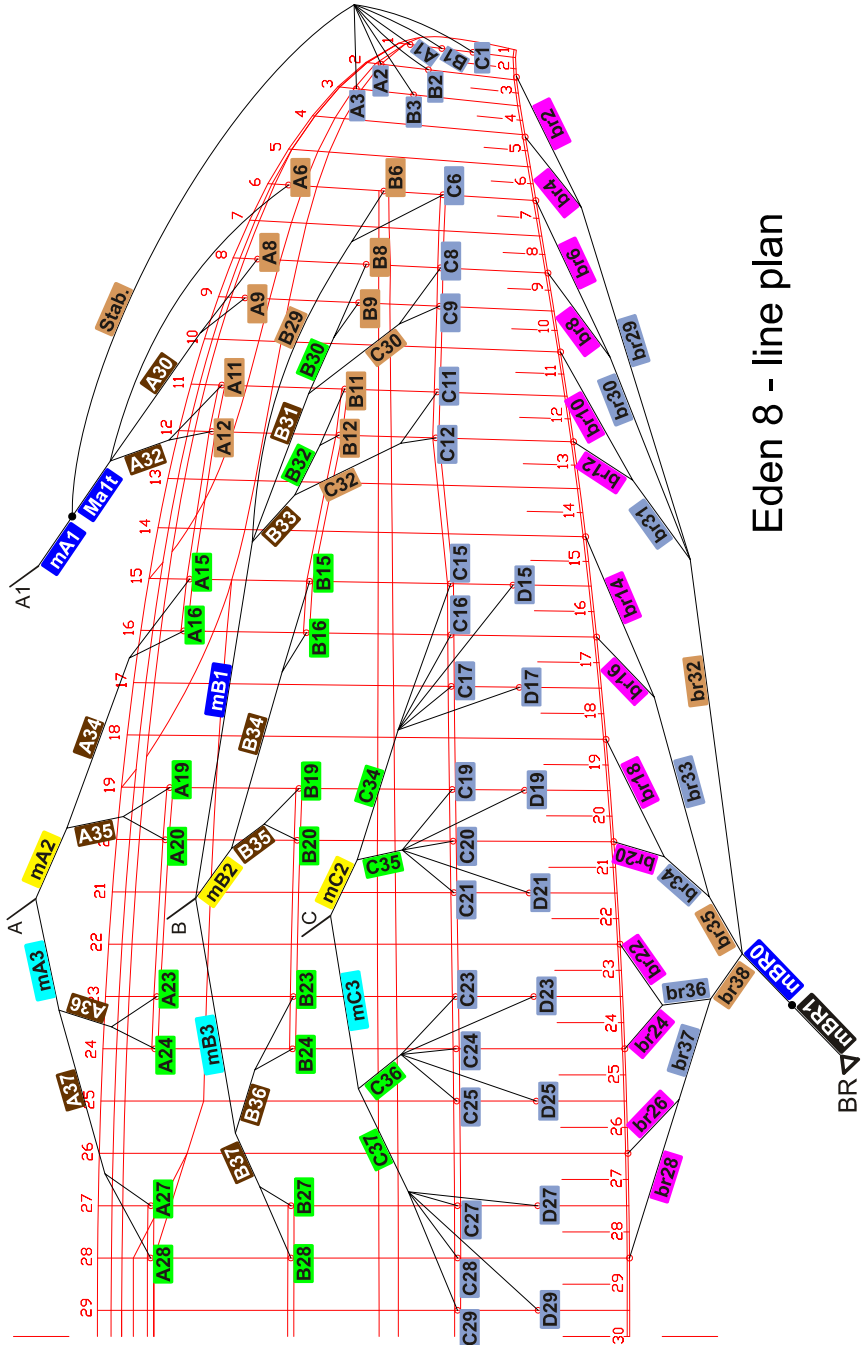
**Aramid A-8000U-230**

**Aramid A-8001U-280**

**Dynema/Polyester A-7950-300**



# LINE PLAN EDEN 8



Eden 8 - line plan



## ADJUSTING BRAKE LINES

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The brake lines lead from the trailing edge of the canopy to the main brake lines which then run through pulleys on the C-risers to the brake handles. A mark on the main brake line indicates the position of the brake handle.

The glider is delivered with a standard set-up and its speed can reach 38 - 40 km/h depending on the weight of the pilot. The brake-lines should always be adjusted so that the first brake-lines just come under tension when the brake handles have been pulled 5-10 cm. The test results relate to this brake-line adjustment.

This adjustment, on the one hand, allows sufficient brake to be applied during extreme flying situations and when landing, while on the other hand, it ensures that the canopy is not permanently braked (especially when fully accelerated). This trim should not be altered. In extreme situations any other settings may lead to the glider reacting differently to versions which have been tested.

**NOTE!!** If in doubt about the brake-line adjustment, it is preferable to leave them too long, as any necessary shortening can easily be achieved by wrapping them round your hand.

The length of the control lines measured from the first cascade line is and the available brake travel before stalling the wing depends on the size and loading.

Eden 8	21	23	26	28	30	33
Main brake length	291 cm	305 cm	320 cm	335 cm	350 cm	367 cm
Brake range by max. loading app.	60 cm	63 cm	68 cm	73 cm	75 cm	80 cm

(The publication of the brake travel is claimed by the EN 926.)

## TREATING NATURE WITH RESPECT

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Finally the call to practise our sport with respect for nature and wildlife! Don't walk outside marked routes, don't leave any waste, don't make needless noise and respect the sensitive biological balance in the mountain eco system: especially in the take-off area!





## MATERIALS

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### Canopy Fabric

#### PORCHER SPORT

- Upper surface leading edge - Polyamid 6.6 RIPSTOP, 32/40 g/m<sup>2</sup>
- Upper surface trailing edge - Polyamid 6.6 RIPSTOP, 32 g/m<sup>2</sup>
- Bottom surface leading edge - Polyamid 6.6 RIPSTOP, 32 g/m<sup>2</sup>
- Bottom surface trailing edge - Polyamid 6.6 RIPSTOP, 27 g/m<sup>2</sup>
- Main ribs, Diagonals - Polyamid 6.6 RIPSTOP HARD, 40 g/m<sup>2</sup>
- Minor ribs - Polyamid 6.6 RIPSTOP HARD, 32 g/m<sup>2</sup>
- Reinforcements - Polyamid laminated 120 g/m<sup>2</sup>

### Lines

#### EDELRID

- Upper Galery C,D - Aramid 8000/U-050, Breaking Load 50 kg
- Upper Galery A,B, St. - Aramid 8000/U-070, Breaking Load 70 kg
- Middle Galery C,A,B Stab. - Aramid 8000/U-090, Breaking Load 90 kg
- Middle Galery A,B - Aramid 8001/U-135, Breaking Load 135 kg
- Main lines mA1, mB1 – Aramid 8000/U190, Breaking Load 190 kg
- Main lines mA2, mB2, mC2 - Aramid 8000/U-230, Breaking Load 230 kg
- Main lines mA3, mB3, mC3 - Aramid 8000/U -280, Breaking Load 280 kg

#### (ROSENBERGER TAUWERK, GERMANY)

- Upper Galery steering lines – Dyneema DC40, Breaking Load 40 kg
- Main Brake lines - Dyneema/Polyester A-7950-300 , Breaking Load 300 kg

### Attachment straps (Canopy)

- STAP-POLYESTERBRIDLE 13 mm, Breaking Load 70 kg

### Risers

#### Cousin Trestec

- Aramid-Polyester 3455 12 mm

### Threads

- SERAFIL 60, SYNTON 20

### Quick links

- NIRO TRIANGLE 200

### Rigifoils

- Rigifoils - Nitinol 0,6 mm





## PARAGLIDER & SERIAL NUMBER

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Paraglider type:

Serial number:

Manufacturing date: .....

Commisioning date: .....

## TECHNICAL DATA

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	<i>Eden 8 21 (XS)</i>	<i>Eden 8 23 (S)</i>	<i>Eden 8 26 (M)</i>	<i>Eden 8 28 (L)</i>	<i>Eden 8 30 (XL)</i>	<i>Eden 8 33 (XXL)</i>
Zoom flat [%]	87	92	96	100	104,5	109,5
Area flat [m <sup>2</sup> ]	20,97	23,45	25,53	27,70	30,25	33,21
Area projected [m <sup>2</sup> ]	17,05	19,07	20,76	22,53	24,60	27,01
Span flat [m]	11,15	11,79	12,31	12,82	13,40	14,04
Span projected [m <sup>2</sup> ]	9,16	9,69	10,11	10,53	11,00	11,53
Aspect ratio flat	5,93	5,93	5,93	5,93	5,93	5,93
Aspect ratio projected	4,92	4,92	4,92	4,92	4,92	4,92
Root cord [m]	2,36	2,49	2,60	2,71	2,83	2,97
Weight [kg]	4,1	4,35	4,6	4,9	5,2	5,55
<b>Weight range [kg] *</b>	<b>60-82</b>	<b>70-90</b>	<b>80-102</b>	<b>90-114</b>	<b>100-128</b>	<b>115-145</b>

\*pilot equipped = weight naked + cca. 15-20 Kg (33-44 lbs)



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